

THE ST. LOUIS REPUBLIC.

PUBLISHERS: GEORGE KNAPP & CO.
 Charles W. Knapp, President and General Manager.
 George W. Allen, Vice President.
 W. B. Carr, Secretary.
 Office: Corner Seventh and Olive Streets.
 (REPUBLIC BUILDING.)

TERMS OF SUBSCRIPTION.
 DAILY AND SUNDAY—SEVEN ISSUES A WEEK.
 By Mail—In Advance—Postage Prepaid.

One year.....\$6.00
 Six months.....3.00
 Three months.....1.50
 Any three days, except Sunday—one year.....2.00
 Sunday, with Magazine.....2.00
 Special Mail Edition, Sunday.....1.75
 Sunday Magazine.....1.25
 Per week, daily only.....6 cents
 Per week, daily and Sunday.....11 cents
 TWICE-A-WEEK ISSUE.
 Published Monday and Thursday—One year.....\$1.00
 Remit by bank draft, express money order or registered letter.

Address: THE REPUBLIC,
 St. Louis, Mo.
 Rejected communications cannot be returned under any circumstances.

Entered in the Post Office at St. Louis, Mo., as second-class matter.
 DOMESTIC POSTAGE.....PER COPY.
 Eight, ten and twelve pages.....1 cent
 Sixteen, eighteen and twenty pages.....2 cents
 Twenty-two or twenty-eight pages.....3 cents
 Thirty pages.....4 cents

TELEPHONE NUMBERS: Bell, Kinloch.
 Counting-Room.....Main 3015 A 63
 Editorial Reception-Room.....Park 156 A 64

SUNDAY, MAY 17, 1903.

CIRCULATION DURING APRIL.
 W. B. Carr, Business Manager of The St. Louis Republic, being duly sworn, says that the actual number of full and complete copies of the Daily and Sunday Republic printed during the month of April, 1903, all in regular editions, was as per schedule below:

Date	Copies	Date	Copies
1.....	121,399	16.....	118,290
2.....	118,770	17.....	117,070
3.....	116,570	18.....	119,430
4.....	118,190	19.....	121,450
5.....	123,590	20.....	116,550
6.....	116,790	21.....	119,190
7.....	118,530	22.....	116,800
8.....	126,490	23.....	118,580
9.....	117,700	24.....	115,190
10.....	116,400	25.....	120,750
11.....	120,390	26.....	128,310
12.....	123,590	27.....	117,050
13.....	117,400	28.....	115,450
14.....	117,200	29.....	122,190
15.....	120,540	30.....	121,000

Total for the month.....3,579,520
 Less all copies spoiled in printing, left over or filed.....92,431

Net number distributed.....3,487,089
 Average daily distribution.....116,236

And said W. B. Carr, further says that the number of copies returned and reported unsold during the month of April was 6.42 per cent.
 W. B. CARR,
 Sworn to and subscribed before me this 16th day of April, 1903.
 J. F. RICHARD,
 Notary Public, City of St. Louis, Mo.
 My term expires April 25, 1905.

WORLD'S—1904—FAIR.

BURY THE WIRES.
 All desirable changes cannot be effected at once. The most important improvements take precedence, as they should, and the less important follow when conditions are favorable. This appears to be the wise policy of the Board of Public Improvements, which has transacted a large amount of business in the past two years and inaugurated public work that will require years for completion. Evidences of the board's activity are apparent in all parts of the city.

In the near future, now that a new board is established, the whole board or its special Committee on Lighting should give serious and thorough attention to the poles, cables and wires in streets and alleys, with the object of devising plans and formulating an ordinance for extension of the underground district. The disappearance of poles, wires and cables from public places is generally desired, and it is a project that is warmly endorsed by the Mayor.

There are about 3,000 miles of pole lines in St. Louis, exclusive of trolley lines, and more than 60,000 poles. The electric light and power companies have about 300 miles of high-tension wire strung on poles in streets and alleys; these companies have about 45,000 poles in public places. There are more than 390 miles of trolley wire and more than 18,000 trolley poles.

Whether the board and the Municipal Assembly could, by ordinance, compel the removal of trolley wires and poles is questionable, though all special laws are subject to repeal or amendment at any time. But their authority to cause the burial of the wires and cables of the lighting, electric power and telephone companies seems undisputed. At any rate, some progress has been made, under the law of 1897, in conduit construction in the central section of the city.

Extension of the underground district would entail considerable expense on the companies concerned and would involve work that could not be finished in less than two or three years. However, the companies would ultimately derive as much benefit therefrom as would the city and the public. Apparently it would be to their interest to get rid of pole lines and put the wires underground.

At an early time the conduit matter should be taken under consideration in the board and definite plans be decided upon. Wires and cables, especially high-tension wires, cannot be removed too soon. The only wonder is that far more accidents are not recorded. Wires and cables, including trolley wires, belong underground and there they should be put. Poles should be removed from public places. The subway district should be enlarged. Unless this be done violations of the present law may be connived at, to an extent. The subject is entitled to deliberation at the first opportunity.

MR. ADKINS ALERT.

The enthusiasm shown by Water Commissioner Adkins at the beginning of his term gives encouragement that clear water will be provided in the not distant future. Returning from an inspection of clarification plants in use in the larger Western cities, he expresses confidence in his ability to supply consumers with a better quality of water, and without resorting to revolutionary or expensive methods.

Mr. Adkins perfected the distribution service in this city. If he will give the people clear water he will not only solve a difficult problem and win the esteem of the people, but will earn a high standing among engineers. The public may at least take satisfaction in the new Commissioner's energy and in his ambition to bring about this important improvement. He has the will and the industry which promise success in this aim.

The inspections made by Mr. Adkins, President Phillips and other members of the board seem to confirm the former conclusion that satisfactory results are attainable by "plain subsidence." That the water would obtain clearness by both settling and skimming appears to be the opinion of the Commissioners. However, its character could not be much improved by settling alone.

It would be necessary to allow sufficient time for settling, first in one basin and then in another, and to

permit the water to skim, from the top, from basin to basin. Probably a coagulant would be found essential, but in comparatively small quantity; yet settling and skimming, if properly carried out, would effect a marked improvement. Of course, construction of more settling basins would be necessary, as Mr. Adkins states, in order to elaborate this system.

There no longer seems to be any doubt that the quality of the water can be made better by some simple process. The experiments which Mr. Adkins intends to make will probably verify his original ideas and justify enlargement of the settling capacity of the waterworks. Filtration is necessary for perfect water; however, the plans proposed would assist rather than oppose this improvement when the time comes.

The prospects are that a much better quality of water will be supplied before the lapse of another year. Mr. Adkins is working along the right lines. The water can and will be clarified.

TWO CENTRAL BOULEVARDS.

The plan of Mayor Wells to convert Chestnut street, in the downtown district, into an avenue suitable for carriages and light vehicles, and the plan of the Locust Street Improvement Association to make a similar avenue of Locust street, deserve to be realized. The former will be practically effected as soon as the railway tracks shall have been removed; the latter, if, when the Central Carnegie Free Public Library is built, Locust street be opened between Thirteenth and Fourteenth.

An ordinance has been passed by the Municipal Assembly providing for the removal of the railway tracks from Chestnut street between Fourth and Twentieth streets, and granting to the United Railways Company and the St. Louis Transit Company the usual right-of-way privileges on Pine street between Twelfth and Twenty-first streets, and on Twenty-first street between Washington and Chouteau avenues. Street Commissioner Vordemann says that the change will be made as soon as the city begins reconstructing Chestnut street.

It is doubtful whether the Mayor's plan, which was accepted by President Carleton of the St. Louis Transit Company, can be carried out under the existing ordinance, as certain essential conditions specified therein probably remain unfulfilled. If the ordinance is defective on this account a new bill, covering all points, should be introduced at once in the Assembly. Pine street would be preferable as a downtown boulevard, but Chestnut street has been selected and the work should begin.

Chestnut street, or Lawton avenue, would become an avenue proper from Fourth street to the western city limits. It would afford access to the heart of the city and even to the river, for carriages and light conveyances; it would be a driveway, from the fine residence section to the very heart of town. It connects with the principal north-and-south driveways, and thus would afford the same conveniences to other districts as it would to the West End.

Locust street is an avenue, asphalt-paved from Theresa avenue to Fourteenth street. At Theresa avenue, its western terminus, it is near Washington avenue; consequently, Locust street, at present, is one of the best direct driveways from the western residence district to Fourteenth street. It is occupied by car tracks from Fourth street to Thirteenth street. It has not been opened between Thirteenth and Fourteenth streets. What the Locust Street Improvement Association contemplates, among other plans, is this opening and the resurfacing of the granite pavement with asphalt from Fourth street to Fourteenth street.

Some formalities and difficulties would have to be overcome in order to have the block opened, but the prospective material and aesthetic benefits of improving the avenue more than justify the opening in the event that this would not create legal entanglement with regard to Missouri Park. Without doubt the opening would wonderfully enhance property values along Locust street east of Fourteenth street and some distance to the west, and without doubt an additional downtown driveway, although it should have nine blocks of double tracks, would be an advantage to the public, especially if the traffic should be restricted to light vehicles.

Betterment should not stop with only two central driveways running east and west. Nor should the city overlook the necessity for similar avenues running from the northern part of the city to the southern through the heart of town. More driveways are needed in the central district.

GARBAGE REDUCTION.

The Board of Public Improvements may be able to do, in providing for the disposal of refuse, what the Board of Health, or the Health Department, has seemed unable to do in the past. When the present contract expires competition for the next award will probably be open to more than one concern and more than one method.

Heretofore ordinances have been passed empowering the Board of Health to contract for the disposal of garbage, but specifying only one reduction process, and practically restricting proposals to one company. Who was to blame for this is a question. Some persons criticize the Health Department; others hold the House of Delegates blamable; and others think that the Health Department and the House of Delegates could have relieved the city if they had acted together and in time.

At present the question does not concern responsibility in the past for unsatisfactory contracts, although no one would object if the blame were definitely determined. What the city must now do is to take steps against a recurrence of former transgressions. The city must not be left at the mercy of a sole concern. It must be the master of the situation.

Under a recently adopted Charter amendment the authority of contracting for the disposal of offal is transferred from the Board of Health to the Board of Public Improvements, which seems better fitted, especially from experience in public work of all kinds, to deal satisfactorily with the subject. If the city's previous experiences are a criterion, the change should be for the better.

The last time a contract was awarded the city had no recourse but to take the bid of one concern. In the first place, only one process was stipulated, and but one concern had such a plant. In the second place, the preceding administration had failed to act in time, thus virtually forcing the new administration to act hastily in a contingency. The city was practically at the mercy of one bidder.

President Phillips of the Board of Public Improvements is giving this problem attention in ample time to enable the city to get competition. The prospects are that this board will find a way to protect the city's interests. If a municipal plant would be a good investment, the city should build and operate it. But, under any circumstances, the board should adopt a course to insure wide competition. The public has witnessed the beneficial work of this board and it not only hopes and expects, but feels confident, of relief from an embarrassing and wholly dissatisfying state of affairs.

RICHARD HENRY STODDARD.

A figure of great dignity, simplicity and genuineness was removed from the world of living American men of letters by the death of Richard Henry Stoddard, the poet, in New York City on Monday of this past week.

Almost the last leaf upon the tree of that generation which produced such good and wholesome fruit in the literature of this country, Mr. Stoddard was an admirable type of the modest, unaffected and devoted writer who loves his calling for its own sake and follows it in thankfulness of spirit for the joy and contentment which come from the exercise of his gift. His highest work in letters was done with absolutely no thought of other reward. He earned his living in other ways; for years as a clerk in a municipal office, later as the literary editor of a New York newspaper, the Mail and Express, and always by faithful service of that conscientious character that makes the laborer worthy of his hire. It was in the hours of leisure, after his bread was won, that he obeyed the call of his intimate soul and did the things upon which his fame now rests secure.

Sometimes, in these busy and vociferous days, the fear is expressed that such literary workers as Mr. Stoddard will fall of the meed which is their due; fall, because of being pushed into the background by more self-assertive folk who build for themselves a certain notoriety in letters based upon insistent publicity. There is not the remotest danger of this injustice in the calling of letters. Simplicity and unselfish love and practice of one's art for better guerdon than money are alone the passports to the nobler heights of renown. The worn and lonely old singer who has just died, not disappointed in this life but looking wistfully to the life beyond because his beloved wife and son had gone thither but a little time before, has made his place in the history of American letters. His name is on the muster-roll of the good workmen.

And, so serene and with life's tasks honestly performed, this gentle poet goes his way from us into the company of all the loved singers whose names are held dear in the living world. The Angel of whom he sang in this song of his own has come for him and they have gone away together:

Into the night they went.
 At morning, side by side.
 They gained the sacred place
 Where the greatest Dead abide.
 Where grand old Homer sits
 In godlike state benign;
 Where broods in endless thought
 The awful Florentine;
 Where sweet Cervantes walks,
 A smile on his grave face;
 Where gossips quaint Montaigne,
 The wisest of his race;
 Where doleful looks through all
 Mr. and Mrs. Kendal and Mr. and Mrs. Cyril Maude (Whitely) have been married a good many years and lived most happy lives together.

I even eagerly imagine that you may be able to name others; but I will still maintain that they are only exceptions, and you will please remark that, in the exceptions I have named, the husbands have, as actors, quite as high a reputation as their wives, which may be the very explanation of these exceptions.

The actress is a heroine, partly owing to the roles that she plays, and partly to talent which she displays in them, and no heroine can be a good wife to a man unless he is a hero himself. A woman can never draw her husband's affections, but she gives it only to a man she can look up to.

Thus, into the company of his kind, in his degree, Richard Henry Stoddard has passed, the kindly gray, shrinking singer who kept so modest a place in the world. "Adsum!" he cries to those who greet him in the radiance of the life beyond, and his voice is glad with homecoming—"I am here!"

The university atmosphere seems to be telling on Mr. Carnegie, judging from his highly literary description of capital and labor—"these Slaves Twin," which must mutually prosper or mutually decay. He is an excellent and laudable example of the man who takes his literary schooling at that end in life when there is least to do.

New York's police now believe that the plot to dynamite the steamship Umbria was concocted by Chicago anarchists and that the infernal machine found in the vessel's hold was made in that city. It's a cold day when Chicago's luck in the matter of publicity fails to bring widespread advertisement of one sort or another.

The Civic Improvement League has renewed its war on billboards, declaring that they are not only unsightly, but obstacles to cleanliness. The League's Sanitary Committee claims that the billboard fences on vacant property prevent the crusaders from cleaning lots. A billboard town is a slovenly town.

Water rates cannot be further reduced to any large degree until a basis is established for the finances of the Water Department. This basis cannot be established until the clear-water problem is determined. Let's have clear water.

The St. Louis Manufacturers' Association urges passage of the pneumatic mail tube bill, in order to improve the mail service. On this business element will vote a unanimous "Aye."

St. Louis will have to be good next summer, while the World's Fair is in progress. The country's chiefs of police will convene here.

In addition to terminal improvements, let's have the Union Station Park. It would be worth every cent invested, and more.

RECENT COMMENT.

The Outlook.

The higher life of a city is the expression of all its activities—commercial, educational, artistic, social and religious; and a man's quality and rank as a citizen depend on the fullness with which he enters into the manifold life of his city. There are hosts of men who lead individual lives of the highest probity, but who have no civic life. A citizen is one who shares the burdens of the city, cherishes its interests, and contributes to the richness of its life.

A man becomes a citizen when he recognizes his responsibility and obligation to the community. As soon as a man begins to live closely with his fellow-men, he is, in the first place, the inspiration of high character. No bad man ever was or ever can be a good citizen. Nothing counts so much to the moral strength of a city as the tradition of a noble life. Citizens who lead such lives personally and reveal to the world the high life.

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King Edward Wants a Raise.

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The last striker for higher wages was Edward VII, King of England and Emperor of India. He wants an advance of \$100,000 in his yearly wage of \$2,500,000. On the ground of onerous duties, expensive housekeeping and expanding sovereignty he can no doubt make a strong showing. Though monarchy is an expensive toy, King Edward can plead in his own behalf that the per capita cost of government in Great Britain is not so great as in the billion-dollar country across the seas.

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Extension may have its drawbacks as well as its glories. Sir William Harcourt's recent utterance in the Budget—"It is little England that pays" has resulted in some calculation as to the real cost of maintaining the Empire and as to who pays the piper. It is estimated that of the \$200,000,000 paid yearly for the defense of the Empire all but about \$50,000,000 is paid by "the white man at home."

The Budget speech may serve us well if it suggests a useful and not too far-fetched analogy.

Studies in Natural History: DOROTHY DIX.

WRITTEN FOR THE SUNDAY REPUBLIC.

The Chaparron—the attention of the earnest student of natural history is now directed to a strange bird called the Chaparron, which has recently been imported into America, where it still attracts much attention on account of its rarity.

This domestic fowl, which is said to be very valuable, is indigenous to all Europe, and is the finest being found in France, although a most industrious variety known as the British Matron exists in England.

Until late years the species was unknown in America, but now a number of fine specimens are kept by our best bird fashions.

Abroad the Chaparron is said to be most useful, serving, like the goose that saved Rome, as a watch dog in families where there are pretty daughters, while at the same time it acts as a Barker for the girls, extolling their beauty, amiability and general eligibility.

In America, however, the Chaparron is kept solely as a curiosity, and an evidence of wealth, like a Chinese dragon or other Jim-brick-a-brack.

The most curious study of the Chaparron shows that it belongs to the barnyard fowls that scratch for their own chicks, but its ferocity in shooting undesirable catches away from the coop, coupled with its craftiness in setting the early worm when he is fat, have led ornithologists to place it among the birds of prey, who get there with both feet (genus managinis mother), of which it is perhaps the best example extant.

In appearance the Chaparron can hardly be said to be attractive to the eye, although it is hand painted and artistically dyed and has the most gorgeous plumage. In daily it is extremely stout in figure, with

arms and shoulders that look like a Chicago dressed beef exhibit.

These delights in displaying in public, and it is never so happy as when it can string a quart or so of diamonds and a few yards of pearls around its fat neck and set in front of an opera box, where it quizzes the audience through an instrument of torture known as the Loragette.

In this connection it should be mentioned that anatomists tell us that the Chaparron possesses less brain than any other known creature, the place of that organ having been taken by a pouch that resembles a pocketbook.

This curious fact in evolution is touched for by a number of veracious, but poor young men, who have been given the marble heart themselves by their Tootsy-Whootsy's mamma, as these creatures are familiarly called.

The Chaparron also possesses the strange power of becoming deaf and blind at will, so that although it can see an impetuous youth make good-bye eyes at it, it charges through a brick wall, it never perceives that she is sitting out six dances in the hall with an elderly millionaire.

The habits of the Chaparron are extremely interesting. Its one object in life appears to be to feather its own nest, and to get a young settled in nests of their own. To do this it roams on Bradstreet's, so that it may never be caught napping when a good pair shows up.

It is also extremely fond of going to balls and parties, where it sits around the walls with other Chaparrons, talking scandal, until supper time, when it consumes quantities of White Seal and salad.

The principal occupation of the Chaparron is setting traps to capture husbands. In this it is most adroit, some faithful Chaparrons have caught as many as six or seven men in as many seasons and turned them over to the young women for whom they had snared the victims.

The methods employed by the Chaparron in doing this show much intelligence. If, for instance, the man it desires to bring to the feet of its owner is an old man, it goes in his car. "The dear child is so fond of his car," it tells him with Y. M. C. A. accents. It tells him that dear Mary would make such a swell running mate.

As the Chaparron also considers it to be its duty to fight off the ineligible suitors that come around its mistress, it will be seen that it leads a strenuous life, for most girls instead of for an establishment if let themselves.

Fortunately the Chaparron is frequently able to prevent this, and thus it becomes the first aid to the divorce court.

Concerning the desirability of having one of these old birds around the house, opinions differ. The French girl has grown so fond of them that she has even married Chaparrons that she could never get married without her, while the independent American girl prefers to do her own husband hunting, confiding, rightly, in the half the fun of matrimony in the chase.

However, generally speaking, there can be no doubt that a Chaparron who knows its business, is a handy thing to have around.

Most of our large cities contain excellent specimens of the Chaparron, but the species has not penetrated yet into the rural districts.

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Actresses Should Not Marry: MAX O'RELL.

WRITTEN FOR THE SUNDAY REPUBLIC.

"Are you married?" once asked an English magistrate of an actress who had been summoned for assault.

Her soul and her very nervous system have to be stirred by the whole gamut of sentiments, sensations and even passions, or she will never be able to stir the soul of her audience.

"That is fortunate for your husband," remarked the judge, who probably had Irish blood in his veins.

The actress, I do not mean the mere woman on the stage, is made by her profession unfit for matrimony. If she is fit for it, she is not and never will be a great actress.

I know that you will at once tell me that Mr. and Mrs. Kendal and Mr. and Mrs. Cyril Maude (Whitely) have been married a good many years and lived most happy lives together.

I even eagerly imagine that you may be able to name others; but I will still maintain that they are only exceptions, and you will please remark that, in the exceptions I have named, the husbands have, as actors, quite as high a reputation as their wives, which may be the very explanation of these exceptions.

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